Transportation Concept Report

State Route 33

DRAFT

SUMMARY CHART 1A

LEGEND

Existing Lanes

Planned or Programmed by 2030

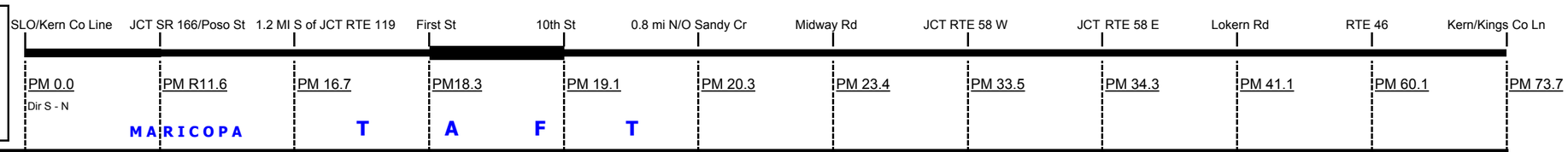
Add Through Lanes

Conventional

Expressway

Number of Lanes 2 4

* Length of segments not to scale



Segment: Is self-explanatory except for several data sets:

Rural/Urban: Indicates whether the segment is in a rural area or city limits.

Terrain: Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

ROW: Portrays Right-of-Way (ROW) and geometric data in feet.

Shoulder Range: Is a range of treated surface (8' standard), both inside and outside shoulders.

Ultimate Transportation Corridor (UTC): Is the typical ROW needed for the ultimate facility,i.e., 8 lane freeway(8F) 218 feet is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

Facility: Shows the Existing Facility, the desired facility type (2030 Concept) by 2030- RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2030. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements.

LOS: The current (2005) LOS (level of service), along with the expected calculated LOS in 2015 and 2030. The 2030 Concept is the target LOS desired, i.e., LOS C, for attainment by 2030 Caltrans.

Deficiency: Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2030 Concept improvement.

Directional Split: Denotes the split in the peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

% Trucks: shows the percentage of trucks for AADT and Peak Hour.

AADT: signifies Annual Average Daily Traffic.

Peak Hour: Indicates a representation of the maximum hour of traffic flow during the day.

N/A - Not deficent, no project recommended/not applicable.

N/A* - Deficent, no project recommended.

(I)+ 2-lane conventional highway improvements, turn lanes, signals, passing lanes, etc.

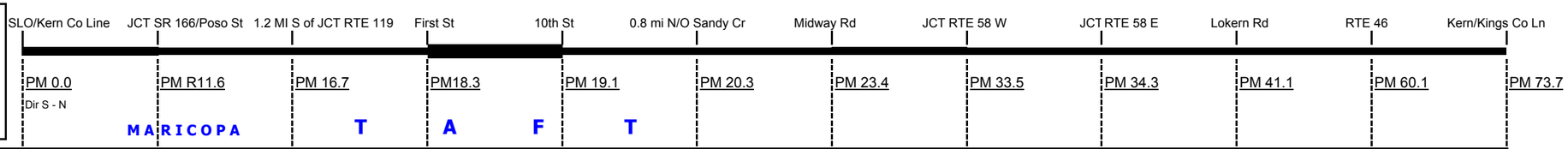
***** Concept Facility meets Concept LOS.

****** Deficient-Concept Facility does not meet Concept LOS.

SEGMENT	1	2	3	4	5	6	7	8	9	10	11
County / Route	KERN / 33	KERN / 33	KERN / 33	KERN / 33	KERN / 33	KERN / 33	KERN / 33	KERN / 33	KERN / 33	KERN / 33	KERN / 33
Description Begin	SLO/KERN CO LINE	JCT SR 166/POSO ST	1.2 MI S OF JCT RTE 119	FIRST ST	10TH ST	0.8 MI N/O SANDY CR	MIDWAY RD	JCT RTE 58 W	JCT RTE 58 E	LOKERN RD	RTE 46
Description End	JCT SR 166/POSO ST	1.2 MI S OF JCT RTE 119	FIRST ST	10TH ST	0.8 MI N/O SANDY CR	MIDWAY RD	JCT RTE 58 W	JCT RTE 58 E	LOKERN RD	RTE 46	KERN/KINGS CO LINE
Postmile Limits Begin/End (PM)	0.0 / R11.6	R11.6 / 16.7	16.7 / 18.3	18.3 / 19.1	19.1 / 20.3	20.3 / 23.4	23.4 / 33.5	33.5 / 34.3	34.3 / 41.1	41.1 / 60.1	60.1 / 73.7
Length (MI)	11.6	5.1	1.6	0.8	1.2	3.1	10.1	0.8	6.8	19.0	13.6
Rural / Urban	Rural/Urban	Urban/Rural	Urban	Urban	Urban	Rural	Rural	Rural	Rural	Rural	Rural
Terrain	Mountainous	Rolling	Rolling	Flat	Flat	Rolling	Rolling	Rolling	Rolling	Rolling	Flat
ROW: Range Existing (FT)	60 / 400	60 / 140	80 / 150	100 / 100	80 / 80	60 / 60	60 / 140	80 / 110	80 / 100	60 / 100	60 / 100
Median Range (FT)	0 / 4	0 / 0	0 / 4	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
Shoulder Range (FT) - Treated	0 / 8	0 / 9	0 / 11	6 / 10	0 / 10	0 / 0	0 / 2	0 / 1	0 / 1	0 / 4	2 / 3
Lane Width (FT)	10	12	12	12	12	12	12	12	11	11	12
Ultimate ROW (FT)	110	110	110	110	110	110	110	110	110	110	110
Facility: Existing	2C	2C	2C	4C	2C	2C	2C	2C	2C	2C	2C
2030 Concept	2C(I)+	2C(I)+	2C(I)+	4C	2C(I)+	2C(I)+	2C(I)+	2C(I)+	2C(I)+	2C(I)+	2C(I)+
UTC	4C	4C	4C	4C	4C	4C	4C	2C(I)+	2C(I)+	2C(I)+	2C(I)+
LOS: 2006	C	C	C	C	D	D	C	C	C	D	B
LOS: 2015	C	C	C	C	E	E	C	C	C	D	B
LOS: 2030	D	C	C	C	E	E	C	D	C	D	B
LOS: Concept 2030	D	D	D	D	D	D	D	D	D	D	D
Deficiency/Year Deficient	N/A	N/A	N/A	N/A	2015	2015	N/A	N/A	N/A	N/A	N/A
Project in STIP/RTP (Y/N)	No	No	No	No	No	No	No	No	No	No	No
LOS W/ Concept Improvement	N/A	N/A	N/A	N/A	N/A*	N/A*	N/A	N/A	N/A	N/A	N/A
Directional Split (Peak Hour)	56/44	55/45	51/49	51/49	51/49	51/49	54/46	54/46	55/45	51/49	51/49
AADT: 2006	4,350	6,200	8,600	12,900	10,600	10,600	3,100	2,900	1,800	5,200	2,400
AADT: 2015	5,900	8,000	8,600	17,900	14,700	13,500	4,000	3,800	2,400	5,500	3,000
AADT: 2030	8,100	10,400	10,100	24,900	20,500	16,900	5,100	4,900	3,000	5,700	3,800
Peak Hour: 2006	420	610	840	1,300	1,100	1,100	380	330	210	600	250
Peak Hour: 2015	570	790	840	1,800	1,520	1,400	490	430	270	630	320
Peak Hour: 2030	790	1,020	980	2,510	2,120	1,750	630	560	350	660	400
% Trucks: AADT	23%	26%	20%	20%	26%	28%	28%	33%	26%	19%	8%
% Trucks: Peak Hour	20%	23%	17%	18%	24%	26%	26%	30%	24%	17%	7%

LEGEND

Existing Lanes
Planned or Programmed by 2030
Add Through Lanes
Conventional
Expressway
2
4
* Length of segments not to scale



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Regionally Significant: Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.

STRAHNET: A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.

Lifeline: A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.

IRRS: (Interregional Road System): A series of State highway routes, outside the urbanized areas that provide access to the State's economic centers, major recreational areas, and urban and rural regions.

STAA (Surface Transportation Assistance Act): This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accommodate STAA trucks. Other designations i,e., California Legal offer more limited access.

Scenic: A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.

ICES (Intermodal Corridor of Economic Significance): Significant National Highway System Corridors that link intermodal facilites most directly, conveniently and efficiently to intrastate, interstate, and international markets.

NHS (National Highway System): Included is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

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Length (MI)	11.6	5.1	1.6	0.8	1.2	3.1	10.1	0.8	6.8	19.0	13.6
Functional Classification	Minor Arterial	Minor Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Major Collector	Major Collector	Major Collector
National Highway System (NHS) (Y/N)	No	No	No	No	No	No	No	No	No	No	No
Freeway/Expressway System (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Regionally Significant (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
STRAHNET (Y/N)	No	No	No	No	No	No	No	No	No	No	No
Lifeline (Y/N)	No	No	No	No	No	No	No	No	No	No	No
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway or No)	No	No	No	No	No	No	No	No	No	No	No
TRUCK NETWORK, STAA: (NN=National Network, TA=Terminal Access, CL= California Legal, R= Special Restrictions, or A=Advisory)	A	TA	TA	TA	TA	TA	TA	TA	TA	TA	TA
Scenic (Yes: Officially Designated, Eligible or No)	No	No	No	No	No	No	No	No	No	No	No
ICES (Intermodal Corridor of Economic Significance) (Y/N)	No	No	No	No	No	No	No	No	No	No	No
General Plan/RTP LOS Standard	Kern Co LOS D for CMP & RTP Regionally Significant System	Kern Co LOS D for CMP & RTP Regionally Significant System	Kern Co LOS D for CMP & RTP Regionally Significant System	Kern Co LOS D for CMP & RTP Regionally Significant System	Kern Co LOS D for CMP & RTP Regionally Significant System	Kern Co LOS D for CMP & RTP Regionally Significant System	Kern Co LOS D for CMP & RTP Regionally Significant System	Kern Co LOS D for CMP & RTP Regionally Significant System	Kern Co LOS D for CMP & RTP Regionally Significant System	Kern Co LOS D for CMP & RTP Regionally Significant System	Kern Co LOS D for CMP & RTP Regionally Significant System
General Plan/RTP Standard Highway Classification	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway
Passing Lanes (Y/N)	Yes	Yes	No	No	No	No	No	No	No	No	No
Bike Use Allowed (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Transportation Concept Report

State Route 33

DRAFT

SUMMARY CHART 2A

LEGEND

Existing Lanes

Planned or Programmed by 2030

Add Through Lanes

Conventional

Expressway

2

4

* Length of segments not to scale

	Kern/Kings Co Line	RTE 41	36th Ave	Kings/Fresno Co Line	Jayne Ave	1.0 mi S of Merced Ave	5th St	Cambridge Ave	0.3 mi N of Phelps Ave	Gale Ave	N JCT RTE 198	S JCT RTE 145/33/I-5 SEP	
	PM 0.0 Dir S - N	PM 7.8	PM 16.4	PM 0.0	PM 10.7	PM 13.8	PM 15.4	PM 16.6	PM 17.1	PM R18.6	PM 24.3	PM R29.0	(Equates to)
		AVENAL				COALINGA							

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County / Route	KINGS / 33	KINGS / 33	KINGS / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33
Description Begin	KERN/KINGS CO LINE	RTE 41	36TH AVE	KINGS/ FRESNO CO LINE	JAYNE AVE	1.0 MI S OF MERCED AVE	5TH ST	CAMBRIDGE AVE	0.3 MI N OF PHELPS AVE	GALE AVE	N JCT RTE 198
Description End	RTE 41	36TH AVE	KINGS/ FRESNO CO LINE	JAYNE AVE	1.0 MI S OF MERCED AVE	5TH ST	CAMBRIDGE AVE	0.3 MI N OF PHELPS AVE	GALE AVE	N JCT RTE 198	S JCT RTE 145/33/I-5 SEP
Postmile Limits Begin/End (PM)	0.0 / 7.8	7.8 / 16.4	16.4 / 19.0	0.0 / 10.7	10.7 / 13.8	13.8 / 15.4	15.4 / 16.6	16.6 / 17.1	17.1 / R18.6	R18.6 / 24.3	24.3 / R29.0
Length (MI)	7.8	8.6	2.6	10.7	3.2	1.5	1.2	0.5	1.5	5.7	4.7
Rural / Urban	Rural	Rural/Urban	Urban	Rural	Rural	Urban	Urban	Urban	Urban	Rural	Rural
Terrain	Rolling	Rolling	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Rolling	Rolling
ROW: Range Existing (FT)	100 / 100	100 / 115	100 / 100	50 / 80	60 / 100	60 / 142	60 / 80	60 / 60	80 / 100	60 / 135	60 / 150
Median Range (FT)	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0
Shoulder Range (FT) - Treated	0 / 2	2 / 2	1 / 8	2 / 4	4 / 4	4 / 14	6 / 8	0 / 4	4 / 4	2 / 10	0 / 2
Lane Width (FT)	11	12	12	12	12	12	11	12	12	12	12
Ultimate ROW (FT)	110	110	110	110	110	110	110	110	110	110	110
Facility: Existing	2C	2C	2C	2C	2C	2C	4C	4C	2C	2C	2C
2030 Concept	2C(I)+	2C(I)+	2C(I)+	2C(I)+	2C(I)+	2C(I)+	4C	4C	2C(I)+	2C(I)+	2C(I)+
UTC	2C(I)+	2C(I)+	4C	2C(I)+	2C(I)+	4C	4C	4C	4C	2C(I)+	2C(I)+
LOS: 2006	C	C	B	B	C	C	B	D	C	C	C
LOS: 2015	C	C	B	B	C	C	B	D	C	C	C
LOS: 2030	C	D	B	B	D	D	B	D	C	C	C
LOS: Concept 2030	D	D	D	D	D	D	D	D	D	D	D
Deficiency/Year Deficient	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Project in STIP/RTP (Y/N)	No	No	No	No	No	No	No	No	No	No	No
LOS W/ Concept Improvement	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Directional Split (Peak Hour)	51 / 49	50 / 50	50 / 50	51 / 49	51 / 49	51 / 49	51 / 49	51 / 49	50 / 50	50 / 50	50 / 50
AADT: 2006	2,300	3,800	2,200	2,050	7,000	10,500	9,600	9,600	4,650	4,050	2,600
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Peak Hour: 2006	240	390	220	210	660	1,100	960	960	510	420	260
Peak Hour: 2015	260	530	300	270	840	1,210	1,060	1,060	510	420	340
Peak Hour: 2030	310	720	410	340	1,060	1,440	1,210	1,080	580	470	450
% Trucks: AADT	7%	7%	6%	7%	10%	11%	10%	10%	15%	17%	25%
% Trucks: Peak Hour	8%	8%	7%	8%	11%	13%	12%	12%	17%	19%	26%

Transportation Concept Report

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Functional Classification	Major Collector	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Principal Arterial	Principal Arterial	Principal Arterial	Minor Arterial	Minor Arterial	Minor Arterial
National Highway System (NHS) (Y/N)	No	No	No	No	No	No	No	No	No	No	No
Freeway/Expressway System (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Regionally Significant (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
STRAHNET (Y/N)	No	No	No	No	No	No	No	No	No	No	No
Lifeline (Y/N)	No	No	No	No	No	No	No	No	No	No	No
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway or No)	No	No	No	No	No	No	No	No	No	No	No
TRUCK NETWORK, STAA: (NN=National Network, TA=Terminal Access, CL= California Legal, R= Special Restrictions, or A=Advisory)	TA	TA	TA	TA	TA	TA	TA	TA	TA	TA	TA
Scenic (Yes: Officially Designated, Eligible or No)	No	No	No	No	No	Eligible	Eligible	Eligible	Eligible	Eligible	Eligible
ICES (Intermodal Corridor of Economic Significance) (Y/N)	No	No	No	No	No	No	No	No	No	No	No
General Plan/RTP LOS Standard	Kings Co LOS C for RTP Regionally Significant System	Kings Co LOS C for RTP Regionally Significant System	Kings Co LOS C for RTP Regionally Significant System	Fresno Co LOS C for RTP Regionally Significant System	Fresno Co LOS C for RTP Regionally Significant System	Fresno Co LOS C for RTP Regionally Significant System	Fresno Co LOS C for RTP Regionally Significant System	Fresno Co LOS C for RTP Regionally Significant System	Fresno Co LOS C for RTP Regionally Significant System	Fresno Co LOS C for RTP Regionally Significant System	Fresno Co LOS C for RTP Regionally Significant System
General Plan/RTP Standard Highway Classification	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway
Passing Lanes (Y/N)	No	No	No	No	No	No	No	No	No	No	No
Bike Use Allowed (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

LEGEND

Existing Lanes
Planned or Programmed by 2030
Add Through Lanes

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Expressway
2
4

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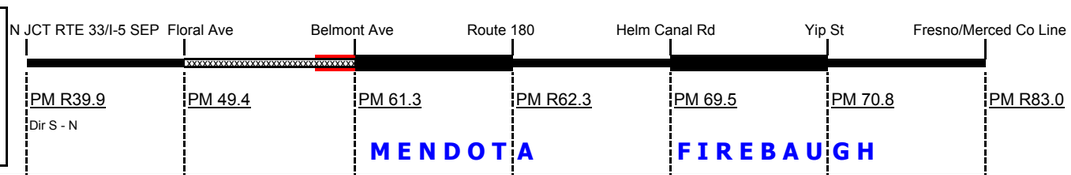

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ROW: Portrays Right-of-Way (ROW) and geometric data in feet.

Shoulder Range: Is a range of treated surface (8' standard), both inside and outside shoulders.

Ultimate Transportation Corridor (UTC): Is the typical ROW needed for the ultimate facility,i.e., 8 lane freeway(8F) 218 feet is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

Facility: Shows the Existing Facility, the desired facility type (2030 Concept) by 2030- RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2030. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements.

LOS: The current (2005) LOS (level of service), along with the expected calculated LOS in 2015 and 2030. The 2030 Concept is the target LOS desired, i.e., LOS C, for attainment by 2030 Caltrans.

Deficiency: Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2030 Concept improvement.

Directional Split: Denotes the split in the peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

% Trucks: shows the percentage of trucks for AADT and Peak Hour.

AADT: signifies Annual Average Daily Traffic.

Peak Hour: Indicates a representation of the maximum hour of traffic flow during the day.
N/A - Not deficent, no project recommended/not applicable.

N/A* - Deficent, no project recommended.

(I)+ 2-lane conventional highway improvements, turn lanes, signals, passing lanes, etc.

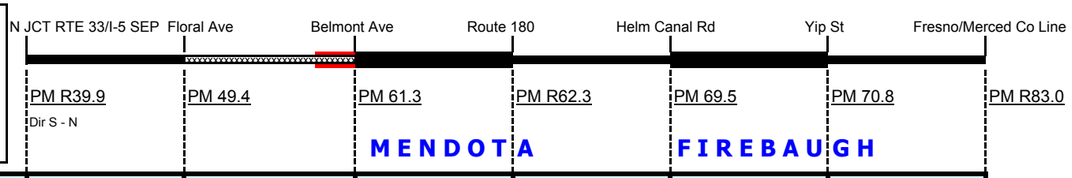
* Concept Facility meets Concept LOS.

** Deficient-Concept Facility does not meet Concept LOS.

SEGMENT	23	24	25	26	27	28
County / Route	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33
Description Begin	N JCT RTE 33/I-5 SEP	FLORAL AVE	BELMONT AVE	ROUTE 180	HELM CANAL RD	YIP ST
Description End	FLORAL AVE	BELMONT AVE	ROUTE 180	HELM CANAL RD	YIP ST	FRESNO/MERCED CO LINE
Postmile Limits Begin/End (PM)	R39.9 / 49.4	49.4 / 61.3	61.3 / R62.3	R62.3 / 69.5	69.5 / 70.8	70.8 / R83.0
Length (MI)	9.4	12.0	1.2	7.2	1.3	1.5
Rural / Urban	Rural	Rural	Urban	Urban/Rural	Urban	Urban/Rural
Terrain	Flat	Flat	Flat	Flat	Flat	Flat
ROW: Range Existing (FT)	50 / 140	60 / 100	60 / 80	60 / 113	100 / 130	70 / 120
Median Range (FT)	0 / 0	0 / 0	0 / 0	0 / 0	16 / 16	0 / 0
Shoulder Range (FT) - Treated	0 / 2	2 / 2	2 / 8	8 / 8	8 / 8	8 / 8
Lane Width (FT)	12	12	12	12	12	12
Ultimate ROW (FT)	110	110	110	110	110	110
Facility: Existing	2C	2E	4C	2C	4C	2C
2030 Concept	2C(I)+	4E	4C	2C(I)+	4C	2C(I)+
UTC	2C(I)+	4E	4C	4C	4C	2C(I)+
LOS: 2006	B	B	B	D	C	B
LOS: 2015	B	B	B	E	C	B
LOS: 2030	C	B	B	E	D	C
LOS: Concept 2030	D	D	D	D	D	D
Deficiency/Year Deficient	N/A	B*	N/A	2015	N/A	N/A
Project in STIP/RTP (Y/N)	No	Yes	No	No	No	No
LOS W/ Concept Improvement	N/A	B*	N/A	N/A*	N/A	N/A
Directional Split (Peak Hour)	50 / 50	55 / 45	50 / 50	53 / 47	50 / 50	50 / 50
AADT: 2006	2,800	2,550	5,800	12,500	12,500	3,950
AADT: 2015	3,900	3,400	7,400	15,600	18,600	5,900
AADT: 2030	5,400	4,600	9,300	19,500	28,100	8,900
Peak Hour: 2006	290	260	600	1,300	1,300	400
Peak Hour: 2015	400	350	760	1,630	1,940	600
Peak Hour: 2030	560	470	970	2,030	2,930	900
% Trucks: AADT	27%	22%	19%	24%	30%	30%
% Trucks: Peak Hour	26%	20%	18%	22%	28%	28%

LEGEND

Existing Lanes — Conventional
Planned or Programmed by 2030 — Expressway
Add Through Lanes
2
4
* Length of segments not to scale



Segment: Is self-explanatory except for several data sets:

Functional Classification: A process by which streets and highways are grouped into or classification systems.

Freeway/Expressway System: The Statewide system of highways declared to be essential to the future development of California.

Regionally Significant: Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.

STRAHNET: A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.

Lifeline: A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.

IRRS: (Interregional Road System): A series of State highway routes, outside the urbanized areas that provide access to the State's economic centers, major recreational areas, and urban and rural regions.

STAA (Surface Transportation Assistance Act): This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accommodate STAA trucks. Other designations i,e., California Legal offer more limited access.

Scenic: A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.

ICES (Intermodal Corridor of Economic Significance): Significant National Highway System Corridors that link intermodal facilites most directly, conveniently and efficiently to intrastate, interstate, and international markets.

NHS (National Highway System): Included is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

SEGMENT	23	24	25	26	27	28
County / Route	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33	FRESNO / 33
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Length (MI)	9.4	12.0	1.2	7.2	1.3	1.5
Functional Classification	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial	Minor Arterial
National Highway System (NHS) (Y/N)	No	No	No	No	No	No
Freeway/Expressway System (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes
Regionally Significant (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes
STRAHNET (Y/N)	No	No	No	No	No	No
Lifeline (Y/N)	No	No	No	No	No	No
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway or No)	No	No	No	No	No	No
TRUCK NETWORK, STAA: (NN=National Network, TA=Terminal Access, CL= California Legal, R= Special Restrictions, or A=Advisory)	TA	TA	TA	TA	TA	TA
Scenic (Yes: Officially Designated, Eligible or No)	No	No	No	No	No	No
ICES (Intermodal Corridor of Economic Significance) (Y/N)	No	No	No	No	No	No
General Plan/RTP LOS Standard	Fresno Co LOS C for RTP Regionally Significant System	Fresno Co LOS C for RTP Regionally Significant System	Fresno Co LOS C for RTP Regionally Significant System	Fresno Co LOS C for RTP Regionally Significant System	Fresno Co LOS C for RTP Regionally Significant System	Fresno Co LOS C for RTP Regionally Significant System
General Plan/RTP Standard Highway Classification	Expressway	Expressway	Expressway	Expressway	Expressway	Expressway
Passing Lanes (Y/N)	No	No	No	No	No	No
Bike Use Allowed (Y/N)	Yes	Yes	Yes	Yes	Yes	Yes